

eyes of the Coorg inhabitants. They are prosperous, their climate favours the evil habit and drunkenness, in its very nature, is a growing vice. Moreover since the influx of so many European settlers in Coorg, the natives have become familiar with the strongest European drinks and the liquor dealers are not slow in improving their opportunities to the ruin of the people. Beer- wine- and brandy-shops are scattered over the country. 273
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It is hard to say how Government ought to deal with this vital Abkari-question and what measures might be adopted, to stem the torrent of vice and ruin. The old barriers, raised against the moral and physical plague of drunkenness by the laws of Hindu religion and of caste, have been broken through and cannot be repaired. The system of Government monopoly appears at first sight most objectionable; yet the abolition of it would have consequences still more deplorable. There is one panacea and one only, against this, as against every other moral evil in individuals or nations—a renovation of moral life and strength through the Gospel. All else is quackery! 656
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4. THE DEPARTMENT OF PUBLIC WORKS.

It was not until the year 1862, that the wants of Coorg were sufficiently recognised, to induce Government to organize a regular establishment for the execution of Public Works in Coorg. A detachment of Sappers and Miners having been stationed in the Province since 1834, all the needful Public Works were carried out by them and after they had been withdrawn, an European Overseer took charge of the roads etc. The present effective establishment with an Executive Engineer (R. E.) at its head wants only funds to carry out large and important works, especially an iron bridge over the Kávéri with new highroads through Southeast Coorg into Mysore and Wynád. 653 ●

- 648 Coorg is crossed by two trunk-roads from east to west
 491 and from north to south, intersecting each other at Mercara,
 ● 653 and by a branch-road near Virájpót the western and eastern
 highroads are connected.

Previous to the occupation of the country by the British in 1834, the roads were in a primitive state, wholly impracticable for wheeled carriages and scarcely less so for bullocks, it having been part of the policy of the Rájahs, to render their country as little accessible as possible, from an idea common to the mountaineers in all parts of the world, that the chance of invasion and conquest was thereby diminished. For the same reason some of the more direct and practicable lines, leading to Mercara were shut up and travelling by them prohibited.

The *Eastern trunk-road* from Mysore enters Coorg at Fraserpet, where it crosses the Kávéri, which is spanned by a fine masonry bridge of 7 arches and 516 feet in length. The part of the line between Fraserpet and Mercara is 19½ miles in length and was commenced in January 1835 and completed in 1837 by a detachment of Sappers under Capt. Underwood, Lieuts. Rundall, Doria and East. The Kávéri-bridge, however, was built in 1846-48 by Capt. Ch. J. Green with the material of the dismantled Fort at Fraserpet. It bears the inscription: "The Most Noble George Marquis of Tweeddale, Governor of Madras, Major-General Mark Cubbon Commissioner of Mysore. Fraserpet Bridge. The first stone of this bridge was laid on the 1st day of January 1846 by Capt. W. G. Onalow, Superintendent of Coorg and it was opened to public traffic on the 12th day of May 1848. Charles James Green, Capt. in the Madras Engineers, Architect."

- [485] To break the distance of 19½ miles, there is a Traveller's Bangalow at Suntikoppa, 9 miles from Mercara. The elevated situation is pretty, but the present condition of the Bangalow wretched.

The upper portion of this road near Mercara has in several places too steep a gradient and should, as the Chief Engineer proposes, be reconstructed. The *Sampáji-Ghat* or the line from Mercara towards Mangalore, which, however, ought to be called "*Fast's Ghat*" in honor to the professional skill of the young Engineer Officer who planned and executed this great work and who fell a victim to jungle-fever, was commenced after the monsoon in 1837 and offered considerable engineering difficulties, as it followed for many a mile through dense jungle. It is for the most part very direct; the soil is generally good and, except in two places, so gentle is the slope down the Ghat of 19½ miles in length, that for bandy traffic it offers no difficulty. Between the 9th and 10th miles only the gradient for a very short distance is as much as 1 in 12 and 1 in 6 or 7. The total fall in the first 15 miles of this Ghat is about 2900 feet, which gives 1 in 37 for the whole line. From the foot of the Ghat to Sampáji, 4½ miles, the fall is only 55 feet. The cost of cutting out the roadway of these 19½ miles, including the removal of rocks, trees, etc. but without bridges amounted to about 3500 Rs. per mile, exclusive of the pay of the Sappers and cost of tools. Within a short time the cost of the road was more than covered by the increase of the Salt Revenue on the coast, whilst the easy access to a market gave stimulus to the agriculture of Coorg and with the advent of coffee-planters, whose extensive estates line both sides of the road, its importance became invaluable.

The stages on this road from Mercara are: 6 miles to Madyanád, 14 to Sampáji, 13½ to Sulya, 11 to Káu, 10½ to Puttdr, 15 to Pánemangalore, 7 to Feringapet and 9 to Mangalore with a Traveller's Bangalow at each stage and all in healthy localities except that at Sampáji.

The road from Cannanore into Coorg through the Periam-bády Ghat and the Anachaukur road were finished some twelve years later, chiefly for military purposes. The line

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Appendix II.

COMPARATIVE STATISTICS OF THE COORG REVENUE.

Sources of Income.	1834—35.			1839—40.			1849—50.			1859—60.			1864—65.			1869—70.		
	Rs.	As.	P.	Rs.	As.	P.	Rs.	As.	P.	Rs.	As.	P.	Rs.	As.	P.	Rs.	As.	P.
Land Revenue	89,915	6	3	102,270	9	4	127,118	14	10	162,664	12	7	182,859	15	8	286,560	4	9
Forest	7,348	4	11	65,032	12	10	13,950	1	5	38,522	12	10	102,218	10	4	106,658	8	6
Excise on Spirits and Drugs	4,445	0	0	17,609	8	0	25,983	13	4	32,266	0	0	142,510	10	10	66,374	11	7
Assessed Taxes, etc.	5,797	13	4	8,076	6	7	9,733	15	9	10,955	3	11	13,333	7	5	3,027	13	0
Stamps	0	0	0	0	0	0	0	0	0	0	0	0	17,262	8	3	33,741	14	1
Post and Service Lahles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,129	8	2
Post Office	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	890	1	2
Electric Telegraph	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,863	12	0
Law and Justice	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,075	2	1
Registration Fees	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,847	4	0
Public Works	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70,480	3	2*
Miscellaneous	3,591	0	4	4,064	2	3	3,939	9	8	6,339	7	9	10,638	12	4	7,302	3	10
Local Funds	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,518	15	2
Sayers or Inland Customs	5,923	14	2	8,267	8	6	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	117,021	7	0	205,310	15	6	180,726	6	10	250,748	5	1	468,824	0	10	594,460	5	6

Note:—Forest includes Cardamoms and Sandalwood.

Assessed taxes include Mohatarfa or tax on houses and shops, Income-tax and License-tax.

* Nearly the whole amount is a mere treasury-transaction for the accommodation of the Mysore Government.

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